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Bags of 250 lbs. net \$3.20 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
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Hongkong, 1st September, 1904. [a266]

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SHIRT & BREECHES MAKERS.  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing—New lot of Tweed Suits,  
Trousers, and Fancy Vestings.  
Also Smart Neckwear, Stylish Boots and  
Shoes, and Fashionable Hats and Caps in  
Highest Cade.  
Inspection Invited.  
Hongkong, 5th August, 1904. [1912]

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GRANITE AND MARBLE MERCHANTS.  
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All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
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Prices & Estimates on Application.  
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Hongkong, 17th January, 1905. [a252]

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A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a45]

**CARLTON HOUSE**  
**HOTELS.**

No. 3 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [a40]

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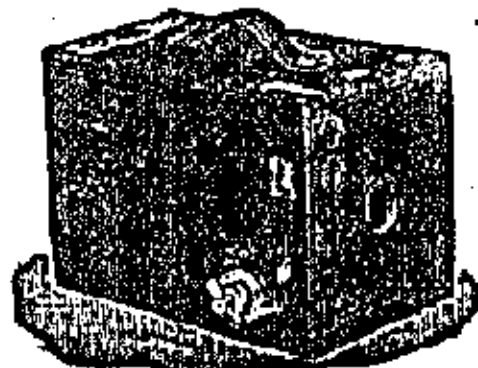
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(Same Premises as Messrs. Ah Chee).

Hongkong, 15th August, 1904. [a39]

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OFFICES, CLUB, OR BACHELORS' QUARTERS,

CENTRAL POSITION, OVER WATKINS' BUILDINGS

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IN BOTTLES, HALF BOTTLES, AND SPLITS.



For STOMACH troubles and all diseases arising from excess of URIC  
ACID such as Rheumatism and Rheumatic Gout, consumers are benefited by  
drinking the water, it being a perfect alkaline corrective. It mixes well with  
Wines and Spirits without in any way destroying the flavour.

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SOLE AGENTS.

Hongkong, 18th January, 1905. [a37]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**

\$12.00 PER CASE.

**THE ELITE OF WHISKY—**

THE "PALL MALL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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\$11.00 PER DOZ.

Very soft, palatable, and mature

EVERYBODY SHOULD TRY THESE

**O.P. & Co.'s INVALIDS' PORT**

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

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Agents for H. W. JOHN'S ASBESTOS GOODS.

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12, BACONSFIELD ARCADE, HONGKONG.

Hongkong, 24th August, 1904. [a24]

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JACOBS ..... \$1.75

A DESPERATE CONSPIRACY, by Guy

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LIFE IN A CRACK REGIMENT, by Schlik

A SPOILED PRIEST, by Sheehan ..... 1.75

LADY SYLVIA, by Lucas Cleve ..... 1.75

NEXT DOOR NEIGHBOURS, by Pett Ridge

LADY PENELOPE, by Morley Roberts ..... 1.75

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[a24]

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SILK HANDKERCHIEFS,

SILK MUFFLERS,

TRUNKS, KIT BAGS, &c., &c.

**LANE, CRAWFORD & CO.**

Hongkong, 6th January, 1905. [a36]

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23 and 25, QUEEN'S ROAD.

WHITAKER'S ALMANACK, 1905,

\$2.20 and 90 Cents.

Vergil, a Tale of the Coming of

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Punch's Almanack ..... 0.40

The Green Eye of Gooze, by Morrison ..... 1.75

Life in a Crack Regiment, by Baron

Schlicht ..... 1.75

Strand Magazine: Christmas Number ..... 0.90

Atoms of Empire, by Catchiffe Hyne ..... 1.75

Molesworth's Pocket Book ..... 4.70

Whitaker's Peerage ..... 3.00

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DRAWING SLATES. PICTURE CURBS.

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[a35]

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FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS

OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.

"PRIMUS" CAMERAS & ACCESSORIES.

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PLATED GLASS AND CROCKERY

WARE, &c., &c., and FOCHOW

LACQUERED WARE.

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Hongkong, 21st September, 1904. [a27]

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**PISTOLS.**

CALIBRE 7.63 mm.

With CHAMBER for 30 CARTRIDGES,

FLING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO. [a52]

Hongkong, 3rd October, 1900. [a52]

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SURGEON DENTIST.

No. 10, DAGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [a22]

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THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday,

excepted to receive and deliver perishable goods

WM. FARLANE, Manager.

Hongkong, 18th November, 1901. [a55]

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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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## PRICES.

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DOURO	15.00
OLD TAWNY	18.00
INVALID	12.00
ESTRELLA	24.00
VERY OLD TAWNY	27.00
OLDEST & FINEST	50.00

## SHERRIES:

LIGHT DRY	13.00
SOLEIRA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
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**A. S. WATSON & CO.**  
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Agents in Hongkong and South China for  
Sandsman's Wines.

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.S.W. 6th Ed. Lister's P.O. Box, 33. Telephone No. 12.

## BIRTH.

On 4th January, at Peking, the wife of R. DE LUCA, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 19TH, 1905.

To Borneo, British North Borneo, which produces, according to the *Directory and Chronicle*, "elephants, rhinoceros, deer of three kinds, wild cattle, pigs, bears, and pythons," the minds of many readers with this morning doubtless turn with much interest, when they read on the next page the story of the discovery of diamond clay in that territory. As the Home paper from which we quote has stated, the story unfolded before the proprietors of the Chartered Company reads like a page from Stevenson's treasure-hunting romance. Even the sketch map, showing the locality of the treasure, was forthcoming in some papers. We need not repeat the story, so graphically told in the extract referred to; but the intimate trade relations subsisting between British North Borneo and this Colony, as well as with China, compel us to regard the new announcement with more than a mild interest. At present the Company is doing very well out of timber, tobacco, sago, rice, gums, gutta-percha, coco-nuts, rattan, and all varieties of jungle produce. What it may do as a seller of diamonds, if the performance should equal the promise of the blue clay now being tested, it is hard to put mental limits to. It should pale to insignificance the beggarly \$1,096,000 which the Company expects to make this year. Naturally, these hard-headed men of business poe-poeched the story of the prospector at first, and did not think it worth while mentioning to the

previous meeting of shareholders. When their own agent re-discovered the outcrop of blue clay, somewhere up the Labuk river, and sent samples; when a London expert certified that those samples were "true blue," like the Kimberley basal clay, they could no longer refrain from reporting what was bound to raise lively hopes. A sensation of sorts was the immediate result. The papers at Home last month were full of it, and share buyers and adventurers alike fixed their attention on the land that sends the Chinese ports most of their timber. Borneo has always been known as a diamond-producing country, but, as in Hindustan, the supply has for long been believed to be almost exhausted. The once famous name Golconda, though preserved as a sort of simile, or literary reference, now fails to convey any such opulent significance as the modern public attaches to Kimberley, Klondyke, and so on. A brochure on diamonds, published exactly fifty years ago, mentions that "the island of Borneo is the only other eastern locality which can boast of its (diamond) production. The diamond occurs at Pontiana, in that island, directly under the line, and at Benjarmasin, about three degrees south of the equator. Here it is said to be of a quality superior to that of the gems found in the other Indian localities; and to be distinguished in consequence by the name of *Landak*, the place where they are found. Here also the diamond occurs in alluvial soil, accompanied with gold. One diamond of 367 carats was found there upwards of a century ago." The clay under which they were then found was described as "black," not blue. Voysey in his *Asiatic Researches* mentions sandstone breccia as the predominant strata for Asiatic diamonds. It is quaint to read now the Madras prices for Brahmin diamonds, of "twenty, *pagodas*" for "one *manjalia*" (two carats), and "400 Madras pagodas" as the price of an "eight *manjalia*," or sixteen carat stone. No mention is made of Kimberley, whose gemmy treasures were not discovered until 1867, the great rush following three years later. The few hundreds composing the white population of British North Borneo may not, as a consequence of this discovery, rise to the twenty-nine thousand of the South African diamond city, but if the two blue clays be found equally rich, the B.N.B. Company will have hard work to keep prospectors away. That the climate is "particularly pleasant for the tropics," is a factor that should add to the attractive power of this now more than ever fascinating country.

Tientsin is enjoying one of the mildest winters it has ever known.

The steamer *Nigretia*, captured by the Japanese, is said to have been released.

A case of cannibalism is alleged to have occurred at Pootung, near Shanghai.

Mr. James Whittall to-day resumes charge of the China Traders' Insurance Company, Limited.

The B. I. steamer *Landula*, with reliefs for Macao, arrived at that port yesterday morning. The troops were all well.

Mr. Harold Austen, representing Messrs Ramjahn & Co., left by the s.s. *Roon* yesterday, to visit various countries.

The Rev. W. J. Southam will this evening lecture at the Union Church Literary Club on "Life in the Canadian North West."

At about noon yesterday a coolie fell down the dock at the Naval Yard Extension. There is little hope of his recovery.

At the Police Court yesterday morning before Mr. F. A. Hazeland two Chinese for being in possession of illicit opium were fined \$35 and \$100 respectively.

Mr. H. Haynes, manager of the Hongkong Hotel, left for England on a holiday yesterday. There was cracker firing and much smoke nuisance in Des Vœux Road Central.

Mr. A. H. Watts is reported to have left Tientsin for Shanghai, to take charge of the shipping department of the Chinese Engineering and Mining Co. in the stead of the late Mr. Fullerton.

A Chinese cook hailing from Taitamuk charged a house boy before Mr. F. A. Hazeland at the Police Court yesterday with assault. The cook ordered the house boy to clean up the kitchen. On the latter refusing, the pair came to blows, and the house boy, getting the worst of it, picked up a chopper with which he proceeded to disfigure his assailant. He was sentenced to a term of six weeks' hard labour.

At the Magistracy yesterday afternoon Mr. H. H. J. Gompertz held an inquiry into the cause of death of James Douglas, who was taken to the Government Civil Hospital with a fractured skull, where he died on the 10th instant. The finding of the jury was in accordance with the Medical Officer's statement, that death was due to a fractured skull caused by a fall while drunk. He had been drinking heavily.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## FRENCH CABINET RESIGNS.

LONDON, 18th January.

The resignation of the French Cabinet, postponed owing to a bereavement in President Loubet's family, took effect to-day.

In the new administration, M. Rouvier, who to-day relinquished the portfolio of Minister of Finance, is confidently expected to succeed M. Combes as Premier.

[REUTER'S SERVICE.]

## INDO-CHINA.

LONDON, 16th January.

M. Delencle does not believe in the authenticity of Baron Kodama's plan (vide telegram 12th instant), though he is firmly convinced that Japan ardently covets Indo-China and insists that the Government must immediately submit to the Chamber a programme for the maritime defence of the Eastern Colonies.

## THE WAR.

["DAILY PRESS" SERVICE.]

## BALTIC FLEETS MEET.

LONDON, 17th January.

Admiral Rozhdestvensky has telegraphed to St. Petersburg that a junction of the two fleets has been effected, and that he is now leaving Madagascar.

[REUTER'S SERVICE.]

## A RUSSIAN REPULSE.

LONDON, 16th January.

An independent account of General Mishchenko's daring raid shows that it was wholly unsuccessful, the cavalry being powerless against entrenched infantry.

## HONGKONG LAND RECLAMATION CO., LD.

ORDINARY MEETING.

The fourth ordinary meeting of shareholders in the Hongkong Land Reclamation Company, Limited, was held at the Company's office, Victoria Buildings, at 1.30 a.m. yesterday. The Hon. Mr. W. J. Gresson (Chairman) presided, and there were also present the Hon. Sir C. P. Chater, C.M.G., Messrs. E. Shellim, R. C. Wilcox and Ho Tung (Directors), Mr. M. S. Northcote (Secretary), and Messrs. Ho Fook, Ho Kom Tong, Shelton Hooper, Lo Cheung Shui, H. N. Mody, J. Orange, A. J. Raymond and H. C. Wilcox.

The SECRETARY read the notices convening the meeting.

The CHAIRMAN said—Gentlemen,—The report and accounts having been in your hands for some days, may I presume, take them as read. The accounts are of so simple a nature as to call for no special comment, but you will note with satisfaction, I am sure, that we have wiped off the debit balance of \$6,219.10 with which we began the year under review, and close with a balance to the good of \$7,157.32, carrying forward, after paying directors' and auditors' fees, the sum of \$4,557.32. As mentioned by your Chairman at the last annual meeting, we are still necessarily passing through the period of expenditure under our reclamation works at Kowloon Point, which, I am pleased to be able to inform you, continues to make steady progress and should reach completion a few months hence. Our houses at Yanmati and the storage ground there are well let and are giving us a good return on the capital invested thereon. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions regarding them you may wish to put.

As there are no questions, I beg to move that the report and accounts as presented be passed.

Mr. J. ORANGE—I beg to second.

Carried unanimously.

Mr. H. C. WILCOX—I beg to propose the re-election of Mr. Ho Tung as a director.

Mr. LO CHEUNG SHUI—I beg to second.

Carried.

The CHAIRMAN—The next business is to elect a director in place of Mr. R. C. Wilcox, who I am sorry to say is leaving the Colony to-day.

Mr. HO FOOK—I have much pleasure in proposing Mr. A. J. Raymond in place of Mr. Wilcox.

Mr. HO KOM TONG—I beg to second.

Carried.

Mr. A. J. RAYMOND—I beg to propose the re-election of Messrs. W. H. Potts and A. O'D. Gourd as auditors.

Mr. SHELLIM HOOPER—I beg to second.

Carried.

The CHAIRMAN—That is all the business, gentlemen; thank you for your attendance.

## CLOSING OF AN OLD FIRM.

DEPARTURE OF MR. R. C. WILCOX.

With the departure of Mr. R. Chatterton Wilcox from the Colony yesterday for England, we have to record the closing of the firm of Messrs. Turner & Co., one of the oldest firms in the Colony, with which Mr. Wilcox has been identified during the past four years. The exact date of the foundation of the firm is not known, there being no clear record, but Mr. Richard Turner, founder of the firm, was in business in Macao in 1828. He subsequently traded at Canton as Turner & Co., and the firm was one of the first batch that migrated to Hongkong on the invitation of Captain Elliott, the Superintendent of Trade, in 1839. The firm prospered and had branches at Shanghai and Foochow. When Mr. Turner's connection ceased, sometime in the early sixties, we believe, Mr. Phineas Ryrie became head of the firm, and many still resident in the Colony will remember Mr. Ryrie as for many years the senior unofficial member of the Legislative Council, and Chairman of the Chamber of Commerce. Mr. Ryrie died in 1892, and thereafter the firm passed into the hands of Mr. A. W. Walkinshaw, who remained at Foochow, leaving the Hongkong house in charge of the late Mr. James H. Cox. Mr. Wilcox purchased the business in 1900, and carried it on till the close of 1904, when, anxious to retire, and failing to find a purchaser for the business, he decided to close the firm and the bulk of its business was transferred to Messrs. Gibb, Livingston & Co. The firm, it may be mentioned, had held the agency of the Northern Assurance Co. for exactly fifty years.

Mr. Wilcox arrived in Hongkong on January 8th, 1875, coming out from England as Editor of the *Hongkong Daily Press*, in which capacity he remained, with credit alike to the paper and himself, for fifteen years. During a large part of which time he was also lessee of the business. In those days, as a glance at the old files will reveal, the community was less contented and peaceably inclined than it is to-day. During the term of Sir John Pope Hennessy's governorship the popular dissatisfaction with the Governor's policy was exceedingly pronounced, and was faithfully reflected in the leader column of the *Hongkong Daily Press*. This antagonism of the community to the Governor lasted throughout His Excellency's term of service, and looking back over the files one might easily suppose that Sir John Pope Hennessy would entertain no kind regards for the Editor of the *Daily Press*. But it is interesting to record that before His Excellency left the Colony he invited Mr. Wilcox to meet him for the express purpose of making known to him his appreciation of the high tone of his criticism and its complete freedom from anything in the nature of personal attack—a compliment which was certainly deserved and duly appreciated.

After fifteen years of journalism Mr. Wilcox sought a change of occupation. He tried the house and estate agency business, but gave it up on his appointment as Secretary of the Chamber of Commerce, into which institution he infused new life and considerably increased its membership. Any movement calculated to benefit the trade of the Colony always found in him a warm supporter. In 1897 he acted as secretary to the Committee formed to inquire into the trade of the port, and subsequently served on the Commission appointed to inquire into the advisability of the registration of chair and jirikishia coolies, but the recommendation of the Commission was, unhappily for the public, not approved by the Government. On resigning the secretaryship of the Chamber of Commerce to take over the business of Turner & Co., Mr. Wilcox was appointed a member of the Committee, and up to the time of his departure continued to take the closest interest in its affairs. In addition Mr. Wilcox has rendered useful service as Chairman of the local branch of the China Association for the past year and a half, and also as a member of the Navy League Committee, not to mention his services as director of several public companies.

Mr. Wilcox, accompanied by Mrs. Wilcox and Mr. Harold Wilcox left by the *Yama* yesterday for Calcutta, intending to spend about a month in India before proceeding to England. In wishing him *bon voyage* and many years to enjoy at Home the repose which thirty years of activity in Hongkong may be considered to earn, we echo the wishes of a very wide circle of friends by whom Mr. Wilcox and his family are held in the highest esteem.

## FIRES.

About seven o'clock last evening a fire occurred at a furniture shop, No. 44, Wellington Street. Some coolies engaged in shipping cases in a cock-loft upset a kerosene lamp, which is supposed to have ignited some loose packing lying about. The fire had been practically put out by the residents of the shop when the brigade under Chief Inspector Baker arrived on the scene.

Their services were required however, for a second outbreak which occurred in a ruttan and matting shop in Newmarket Street. The first and second floors of this shop were gutted before the flames could be got under way, but a constant playing of the hose saved the adjoining premises from ignition.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:—On the 18th at 11.45 a.m. The barometer has risen in N.E. Japan and fallen at all other stations. A shallow depression has passed into the Eastern Sea from the westward. Gradients are very slight upon the coast of China and the ordinary N.E. monsoon continues to the interrupted. Light variable winds will prevail both in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Light variable winds, cloudy, fair.

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

ANNUAL MEETING.

The eighth ordinary annual meeting of this Company was held at the Company's office, St. George's Building, Connaught Road, yesterday morning. There were present: Hon. Mr. R. Sheehan (Chairman), Captain Goddard and Messrs. W. Allen, C. Tones, W. R. Robertson, H. P. White, Braidwood, J. S. Van Buren, A. Babington and Fung Wa Chun.

In moving the adoption of the report and accounts, already published, the CHAIRMAN said—Gentlemen,—Unless you have an objection we will follow the usual course and take the report and accounts now before you as read. The accounts show an improvement of about \$16,000 over the net receipts for last year, but we do not propose to alter the regular annual dividend of eight per cent., preferring to strengthen the reserve fund, which with the proposed addition of \$25,000 will amount to \$80,000. As a reserve fund is no real reserve fund if it is invested in the business of its own Company, and as it has always been our endeavour to specially invest such funds when possible, we have invested ours in two other Companies with the business of which your general managers are intimately acquainted. The China Light & Power Company has been a good client of this Company; it is now doing a good business with excellent prospects of still better business, so shareholders may rest quite easy about this investment, which is in any case not a large one, and as the dividend is guaranteed at 6 per cent. for 1904 and 1905 it is equal to a return of over 6½ per cent. Since we invested in Green Island Cement shares the market has dropped owing to the present scarcity of money for the China New Year, but the prospects of this Company are also excellent, and its business is so good that we think nothing more need be said on that score. We had thus invested more than our reserve fund amounted to at that time, but we did this with a view to the new issue of Green Island Cement shares, and when our proportion is taken up, viz., 875 shares at \$20, bringing down the average cost of those shares to under \$27, we shall then be well within the amount of our reserve fund for this year, viz., \$8,000. Our mortgages require no comment, as under the provident system every year sees them on a firmer footing, and as to our loans, though of course we have to take rather more risk than we should if we did the usual humdrum business at low rates of interest, there is none gives us the least uneasiness. The China Light & Power Co. is a case in point. We have been very useful to this Company, and it in return has paid us for our assistance what would be considered in an ordinary case almost exorbitant rates of interest. It is the kind of business that a finance company such as this is intended to take up. We are much better able to judge whether it is safe than if we were not intimately connected with both concerns, as we are in this case, and instead of this being a danger to the Provident Company we consider that it is quite the reverse. We could never show net profits of nearly 11 per cent. if we only did ordinary money lending at low rates, but I think that as we have had no bad debts to write off, so far, it is a good indication that we have not been careless in our choice of the risks we have taken.

Mr. VAN BUREN seconded the motion, which was carried unanimously.

Mr. BRAIDWOOD moved that the retiring members of the consulting committee—Messrs. P. White, J. S. Van Buren, Chow Hing Kee, Chau Tung Shang, H. P. White and Dr. J. W. Noble—be re-elected.

Mr. FUNG WA CHUN seconded the motion, which was agreed to.

Captain GODDARD moved that Messrs. A. O'D. Gourd and W. H. Potts be re-elected auditors.

Mr. W. ALLEN seconded the motion, which was carried.

## CRICKET.

INTERPORT CRICKET.

The Swatow C.C. having invited the Hongkong C.C. to send up an "A" team to play them at cricket during the Chinese New Year holidays the committee decided yesterday morning to accept, and the following are asked to represent Hongkong—Messrs. Harry Harnock (Captain), F. C. Butcher, A. Mackenzie, Walter Dixon, G. E. Morrell, W. W. G. Ross, J. W. C. Bonnar, Surgeon Horley, R.N., P. W. Goldring, J. Hooper, G. P. Lammert and Capt. H. W. Smith, A.O.C.

A League match between the 83rd Company Royal Garrison Artillery and the Army Ordnance Recreation Club was played at Happy Valley yesterday afternoon. The latter club won by 128 runs and 7 wickets. Scores were as follows:—

Major Williamson, b Longbottom, 69	
Q. M. Webb, not out, 62	
L. Moran, b Crump, 1	
T. Edwards, b Johnson, 11	
J. Armstrong, b Johnson, 4	
S. S. Ordyn, not out, 2	
Extras, 13	
Total, 133	
L. Cpl. Legrove and L. Cpl. Bradford, Ptes. Griffiths, Smith, and Reid did not bat.	
83rd Co. B.A.A.C.	
Br. Rivers, c Legrove b Bradford, 2	
Br. Johnson, c Legrove b Bradford, 4	
Br. Oliver b Bradford, 2	
Sgt. Longbottom c Legrove b Edwards, 1	
Br. Griffiths b Bradford, 1	
Br. Crump c Griffiths b Edwards, 8	
G. M. Thomas b Bradford, 0	
Sgt. Miller c Bradford b Edwards, 4	
Sgt. Marriott c Griffiths b Edwards, 1	
Cpl. Bush b Bradford, 0	
G. Burridge not out	
Extras, 2	
Total, 25	

ROYAL ARTILLERY V. H.M.S. "GLORY." This match will take place on the Cricket Ground to-day (Thursday), starting at 11 a.m. The ground will be reserved for this match until 4 p.m. when the nets will be put up for practice.

## HONGKONG VOLUNTEER RESERVES.

## PROPOSED RIFLE RANGE FOR THE PEAK.

ADDRESS BY THE CHIEF JUSTICE.

Colour-Sergeant Bullock last evening gave a lecture on "Musketry" to members of the Volunteer Reserve Association, at the Hongkong City Hall Library. Sir H. S. Berkeley (the Chief Justice) was in the chair, and amongst those present were His Excellency Sir Matthew Nathan, K.C.M.G., accompanied by his private secretary, the Hon. Capt. I. Barnes-Lawrence, R.N., the Hon. Mr. E. H. Sharp, Mr. E. A. Hewitt, Mr. W. H. Trenchard Davis (Hon. Secretary), Mr. W. Danby, Mr. H. W. Robertson, Mr. A. Mackenzie and others.

Sir H. S. BERKELEY said—Your Excellency and gentlemen of the Volunteer Reserve Association—I am very glad to see the number who have replied to the very short notice. I thought you would not mind short notice so long as you were able to secure the lecture from Colour-Sergeant Bullock. He has promised to give a lecture to be illustrated by diagrams. It will be most useful to us. I need not say that we appreciate the interest His Excellency the Governor takes in the Association, and his presence here this evening. We now number 120 members, of whom 54 reside at the Peak. We have recently appointed a sub-committee to see if a range can be had at the Peak. Plans have been drawn which have been laid before you, Sir, Your Excellency, and before the General. If that spot can be acquired, and if His Excellency allows us to build a range there, it will be a great thing for the efficiency of the members of the Association. Not only for those residing at the Peak, for the range will be only about five minutes' walk from the top tram station, and will therefore be equally convenient for persons below as for persons at the Peak itself. It will probably be used by all living on the Island of Hongkong, while we will have to fall on the courtesy of the Military and Naval authorities for allowing us to use their ranges for residents at Kowloon. I am able to state for the information of members here present that the General, at the request of His Excellency the Governor, has placed forty good rifles at our disposal (Applause). In a few weeks the Commandant of the Volunteers expects some of the latest pattern short rifles—we will then be able to shoot against the Volunteers (Laughter). I am now able to make an announcement which will be good to you—you will be able to purchase the weapons if you desire to do so and have your own. We will now hear Colour-Sergeant Bullock (Applause).

Colour-Sergeant BULLOCK delivered an extremely interesting lecture, but of rather too technical a nature to justify reproduction. He received hearty applause.

Sir H. S. BERKELEY—Your Excellency and gentlemen—I am sure you will be unanimous in responding to a hearty vote of thanks for this very able lecture. As I have been on the range have been impressed by the workmanlike, business-like manner of Colour-Sergeant Bullock in giving us the instruction we require; and when we have been there to the energy of Mr. W. H. Trenchard Davis, the very able Honorary Secretary. What we were to hear from Colour-Sergeant Bullock we expected to be good, but I do not think we expected such a capable lecture as this. I have listened, in the course of my time, to many lectures, but never to one who had a greater grasp of his subject and who delivered his lecture in a more workmanlike manner. I propose a very hearty vote of thanks to Colour-Sergeant Bullock.

HIS EXCELLENCY THE GOVERNOR—Gentlemen, I propose a vote of thanks to the Chairman, to whose energy, coupled with the energy of the Honorary Secretary, so much of the success of the Association is due. I still receive hints for advice and suggestions for further steps to be taken for the advance of the Association. When I can help I do so, but without them I am sure the Association would not make such strides as it does (Applause).

Sir H. S. BERKELEY—If it is true that the Honorary Secretary and myself have done something for the Association none of us will forget that the Association itself is due to His Excellency the Governor (Applause).

## TRAINING NOTES.

There was a very good turnout at the Race Course yesterday morning, and a lot of good work was done. Some of the times are as follows:—Aladdin, mile—36.1.11, 1.46.3, 2.21.4. Cake Walk, 3 mile—35.1.10.3, 1.48. Mr. Potts's Derby, mile—33.1.9.1.46.3, 2.20. Mr. Potts's second Derby, mile—37.1.14.1.50.3, 2.21. Mr. Potts's two subs, mile—38.1.16.1.53, 2.26. Mr. Crickshaw's sub and Derby, mile—37.1.15.1.53.2, 2.29. Mr. Potts's fourth Derby, mile—37.1.15.1.49.3, 2.21.4. Mr. Mody's Derby, mile—38.1.15.1.54.3, 2.30. Mr. Dorabjee's sub, mile full time—2.21.4. Mr. Mody's Derby bay, 3 mile—38.1.13. Mr. Mody's Derby white, 3 mile—40.1.1.1.52.3. Mr. Dorabjee's bay sub, 3 mile—37.1.1.1.52.3. Mr. Macdonald's roan, 3 mile—40.1.1.1.56.2.24.3, 8.9. Mr. Houston's two subs, mile—38.1.1.1.46.3, 2.24. Mr. Gresson's Derby bay and grey, 3 mile—35.1.1.1.1.43.3. Mr. Moxon's Derby, mile—40.1.1.1.7.1.54.4, 2.29. Mr. Mody's black sub, 3 mile—42.1.1.1.53.1.58. Mr. Levy's Derby, mile—43.1.1.1.58.2.36. Crofton and Tyra, 3 mile—42.1.1.1.57.2, 2.35.3.10.3.44. Jetsam, mile—40.1.1.1.53.2.25.3. Mr. Johnston's sub, 3 mile—41.1.1.1.50.1.54.1. Coronet Ross, 3 mile—38.1.1.1.1.49.3. Mr. Mody's sub, mile—34.1.1.1.1.40.3. Mr. Jupp's sub, mile—34.1.1.1.1.46.3, 2.21. Mr. Craig's cream Derby, mile—40.1.1.1.2.3, 2.58. Mr. Craig's Derby, 3 mile—42.1.1.1.2.0, 2.37.3.10. H.E. the Governor's sub, 3 mile—41.1.1.1.52.3. Messrs. Sutherland and Co's sub, 3 mile—36.1.1.1.1.47. Mr. Mumford's sub, 3 mile—33.1.1.1.40.3. Mr. Goetz's sub and Patrimony, mile—44.1.1.1.26.2.5.2.40. Mr. Lamke's subs, 1 mile—29.1.1.1.20.3, 1.59.3, 2.35.



ST. STEPHEN'S COLLEGE  
SPEECH DAY.

At St. Stephen's College yesterday, at noon, His Excellency Sir Matthew Nathan distributed the prizes to successful students. There was a large and representative gathering present, and a guard of honour was formed by the students, who were lined up on each side of the walk to the College as His Excellency approached.

The Head (Rev. E. J. Barnett) in his address said:—It may be questioned whether the influence of education in Hongkong will not be mainly, if not wholly, local; whether those who are trained in our Colleges will ever affect appreciably the mainland adjacent. That most of those who come to learn English are actuated by personal motives may perhaps be conceded. But here, nevertheless, is the teacher's opportunity; for as the children in the home lands are taught to respond to the enthusiasm of Imperialism, so may the claims of China be brought home to Chinese students while studying the condition and needs of their native land in the light of the history of our Empire. Some of these senior lads have devoted themselves to the study of History with a relish which has surprised us. Parallels between certain conditions obtaining at the present time in China and those which existed in England, say, in John's reign and later, are readily appreciated, and deductions are soon drawn. For why should not the benefits which Magna Carta secured for England be enjoyed by China if the tea obtained her Charter of Liberties? Thus through this and kindred studies the needs of China become more apparent, and when the need has been located the remedy is nearer accomplishment. Further, Hongkong is Europe's door into China, and a distributing centre whose influence penetrates into the heart of the Empire. Hongkong, moreover, as a British Colony, is an object lesson of good government where the rights of man in relation to man are maintained, where justice is administered and oppression disavowed. In some measure, therefore, this ancient, immovable kingdom is being interpenetrated with new forces which make for change and the betterment of the people. Yet again, some of our students have official connections on the mainland; some belong to the expectant class of degree men; others hail from the coast ports, while all are more or less associated with ancestral homes in China proper. In these ways the sphere of influence is widened, and we believe the result of our labours will extend beyond the narrow limits of Hongkong. Our tried friends and fellow-workers remained with us—Mr. J. Lewis Byrne, M.A., in charge of much of the senior work, Mr. A. H. Mackenzie, and Miss Fletcher, who kindly devoted the whole of her time to her class. Even so, we lacked the numbers necessary to carry out our principle—that each class should have its own English Form-master. In the early part of the year we were fortunate in obtaining the assistance of Mr. E. P. Burt, a trained teacher, and when other duties called him away the services of Mr. Ray were secured, who has entered with enthusiasm into the boys' sports. Mr. Landemann, who holds a teacher's certificate, has lately joined us, and we expect to have the benefit of his help after the New Year. The Chinese classes have continued under the careful instruction of Mr. Ng Tin Po, assisted recently by Mr. Lo Siu Kai.

His Excellency was then called upon, and distributed the prizes.

His Excellency's speech.

His Excellency, having performed this duty, said—My Lord Bishop, Ladies and Gentlemen—You will, I am sure, join with me in thanking Mr. Barnett for his interesting report. In its political anticipations I have no intention of following him, nor can I follow the parallel of England emerging from barbarism in the 13th century A.D. and China to-day after a civilization which we know goes back to the 13th century B.C. But I do understand and applaud the statement in the report that the first aim of the College is to inculcate upon the individual the methods of right living. On the last occasion on which I had the honour to present prizes at one of the schools of this Colony I divided the purposes of these schools into 'Training the Children' and 'Educating the Mind.' On this occasion another sub-division suggests itself, viz., that of storing the mind and forming the reason. Both ideas are followed in every system of education, but in varying degrees. The former method usually consists of teaching the works of ancient writers first largely by rote and afterwards by explaining their meaning. In the latter method science and logic play the foremost part and teach the deduction of one fact from another and of generalisation from instance. Roughly speaking, the first method tends to make men conservative, cultured, and courteous, and the second to make them liberal, learned, and likely to get on in the world. The first method overwhelmingly predominates in the system of education in China and formerly entered largely into the curriculum of our large English public schools. The second method is that to which modern Western education is rapidly tending, and is probably at present more closely followed in Germany than elsewhere. The problem which this College is trying to solve is how to combine the two methods in the way best adapted to secure the highest happiness to the rising generation of China in this corner of the British Empire and in the adjoining Empire of China; how to add so much liberalism to the natural Chinese conservatism as will tend to steady progress without producing a generation of rash reformers or reckless enterprisers; how to combine so much learning with the Chinese culture as will make the lessons of science practically available for the improvement

of the physical conditions of life, and how to place scholars in the best position to get on in the world, without selfishness nor too high a consideration of the material advantages of wealth, rank, and position. That that solution of the problem is in the opinion of our Chinese friends being carried out on the right lines is best testified by the support they are giving to the institution. I am sure that we all join in wishing the College in the future the greatest success. (Applause.)

His Lordship, the Rev. Bishop HOARE, said: I am sure I am only expressing the feelings of all present when I thank Your Excellency heartily for coming here this morning, and for what you have been saying to us about the work of the College and education generally. We have a large Government system of education in the Colony, but of course schools that are regulated by Government must be regulated for the masses and it is always rather a problem as to what are the best lines to regulate schools in a place like this. The College has a free hand—I do not mean to say the Government hampers educational work in other colleges, but they have to lay down certain rules and conditions—and Chinese opinion has very great weight, and it is a very great satisfaction to my mind to see that it goes very much with the results of the experience of the Government, and after all, this College is being run on very much the same lines as other schools where the Government lays down the rules. It is a mistake, even here, where we get people of very mixed religions, to think that they wish religious teachings excluded from the schools. I am sure that the Chinese, both here and on the mainland, prefer that a religion should be taught, even though it be not their own. His Lordship then asked the boys to show by acclamation that they heartily thanked His Excellency for coming to give away the prizes. This they did by three ringing cheers, following with three for His Lordship the Bishop and three for the Rev. Mr. Barnett.

## DIAMOND CLAY IN BORNEO.

The history of the discovery of what will probably be known in future as the Diamond Valley of Borneo reads like a page from "Treasure Island."

"All that has been found at present," said Sir Charles Jessel, the chairman of the British North Borneo Company, to an *Express* representative, "is an extensive outcrop of blue clay. It may, of course, portend nothing, but it is the same blue clay that was looked upon with indifference by the settlers in South Africa, and afterwards proved to be the superficial evidence of the great Kimberley diamond mines."

"I must admit that when the letter from the man who discovered the outcrop was first shown to me I was inclined to laugh, and to put down its author as a dreamer of dreams. A second personal, however, showed that he was an educated man, and consequently instructions were given to our representatives in Borneo to make an investigation."

"All the man's statements turned out to be perfectly true, and samples of the blue ground are now in the hands of one of the best diamond-mining experts in the country. Diamonds have been discovered before in Borneo—one famous one, I believe; and there is every indication that another Kimberley may result from the letter sent to me."

The discoverer of the supposed diamond area is a well-known man in Derby; a civil engineer with expert knowledge of mining and prospecting.

Near the beginning of a wandering life, full of adventure, he worked for a considerable time in the mines at Kimberley as mining engineer to Mr. J. Werner, now head of the firm of Messrs. Werner, Beit, and Co. While there he often discussed with a French engineer the possibilities of diamonds being found in certain latitudes in Borneo.

Many years followed of vague globe-trotting, and the diligent prospecting for gold and diamonds in all parts of the world. Eventually the turn of the wheel brought the young engineer to Borneo, where he assisted Mr. Van der Hoven in surveying his tobacco estate. He had never forgotten his old talks with the French engineer and accordingly devoted much of his time in prospecting for diamonds.

One day he took a light canoe and paddled for many hours up the Labuk River, through forests of dense tropical vegetation. Coming to a tiny native village, he left his canoe, and pushed inland towards some hills.

It was here, in a valley between the hills, and on the slopes of the hills themselves, that he came upon the famous blue ground, a sight almost unbelievable to the trained prospector. "It was the real diamond-bearing ground," he said afterwards. "It is identical with the Kimberley blue clay, with all the pieces of carbon and burnt garnets in it. It stuck out of the mighty borders as if heaved up by an earthquake."

Hugging his secret, he went away. A word, he knew, would bring a rush of thousands of surface diggers, as it did in the early days of Kimberley. Circumstances arose that forced him to leave Borneo, and he found it impossible to return.

For sixteen years he nursed his secret. His thoughts were always coloured by that lonely journey to the hills, the discovery he had made there, and the secret which he alone in the world possessed. When he slept he dreamed of the silent, boulder-strewn valley and the outcrops of the blue ground that is the joy of the prospector's heart.

But circumstances ruled that he should not return, and after sixteen years of silence he gave his secret to the British North Borneo Chartered Company. His letter was accompanied by a rough sketch that strangely suggests Stevenson's boyish maps to Treasure Island.

He made no terms or conditions with the company, but an *Express* representative was given to understand that, in the event of the discovery proving valuable, he will be duly recompensed. All mineral rights on the island belong to the company, who have already extensive workings of iron ore, manganese, and coal.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Formosa* left Singapore for this port on the 17th inst. at 2 p.m.

The Indo-China steamer *Suivang*, from Calcutta and the Straits, left Singapore for this port on the 17th inst. at 5 p.m.

The I.G.M. steamer *Prin Eitel Friedrich*, which left here on the 21st ult., arrived at Genoa on the 17th inst. at 2 p.m.

## SUPREME COURT.

Wednesday, 18th January.  
IN CRIMINAL JURISDICTION.

BEFORE SIR H. S. BERKELEY (Chief Justice).

## RAPE.

Tsang Hing, a Chinese house-boy, was charged with defiling a European girl under the age of twelve (to wit, six years and nine months), also with attempting same and with indecent assault.

The Hon. Mr. E. H. Sharp, K.C. (Attorney-General), instructed by Mr. F. B. L. Bowley (Crown Solicitor), prosecuted. The prisoner was not defended.

The prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. A. Bain (foreman), M. Simmons, R. B. Cooper, W. Goetz, L. A. Lammert, G. Smith and E. B. Raymond.

The name of Sydney Douglas Hickey was also called, but met with no response.

The jury finally returned a verdict of guilty on the first count, and His Lordship sentenced the prisoner to imprisonment for the term of his natural life.

## ALLEGED MANSLAUGHTER.

Wong T'ing Tsang was charged with manslaughter.

Mr. Cathorp (acting on behalf of the Attorney-General), instructed by the Crown Solicitor, prosecuted. The prisoner was not defended.

The prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. G. W. Gogg, A. Bain, L. E. Lammert, J. Mills, J. Wells, R. B. Cooper and G. P. Curry.

Mr. Cathorp in opening the case said that the prisoner on the 22nd December last, in the capacity of coxswain of the launch *Wing Loi*, while navigating in the Harbour opposite Jardine's Wharf, came into collision with a sampan. The Jurors had to find out whether that action was due to the carelessness and negligence of the prisoner. The sampan people, it appears, did not see the launch till it was about thirty feet off. They were steering the craft in an easterly direction. A sail was up, but they were using oars also. The launch ran into the starboard counter of the sampan, upset it, and the occupants were thrown into the water. The occupants of the sampan were the master, his wife, three children, and eight or nine passengers. Dr. Forster happened to see the occurrence and immediately went to the rescue. Owing to his pluck, two children entangled in the wreck were got out. The Doctor managed to bring one of them around, but the other succumbed. One of the passengers was afterwards found to be missing, and his dead body was recovered later.

After the witnesses for the prosecution had given evidence the prisoner called witnesses to prove that the sampan was overloaded, and that she had wrongfully altered her course.

The prisoner made a statement as follows:—I blew my whistle twice to draw the attention of another steam-launch towing a boat. A large steamer was anchored on my right-hand side, about three changes from the launch towing the boat. There was a cargo boat at the steamer's stern going towards the east. I had to go towards the north and the sampan in question was going towards the north. Before the collision I went astern. Our boat stopped and the sampan came against us. There were too many people in it, and that is what made her topple over and sink. I could not turn to the south because there were a number of vessels there.

Mr. Cathorp, addressing the jury, emphasised the point that a steam launch should keep out of the way of anything not under steam. He pointed out in conclusion that such negligence on the part of the defendant rendered him culpable in this matter, as through his negligence was caused the death of these people.

His Lordship said:—Gentlemen, you must take it as a general principle that wherever one is in control of anything that contains an element of danger the duty is imposed of bringing into the control of that thing such care and skill as will prevent the dangerous thing becoming a danger in fact. If the management of this thing containing an element of danger is negligent, and death results in consequence, that is manslaughter. That is the principle of law found necessary for the protection of the public who have to use and be in the presence of things containing an element of danger. With such a thing as a railway, for instance, the engine driver must bring into the act of driving the train skill and care, and if by his negligence a collision takes place and death results because of this it is manslaughter. As you must know, there have been several cases where engine drivers have been convicted of manslaughter. The same thing applies in the case of a man in charge of a steam launch.

In this case it is a question of fact. Do you find him guilty of negligence, or was it the action of the people in the sampan that brought about the occurrence? If the sampan was run into as stated in the case for the prosecution I should think she would have been cut, but she simply toppled over. There is no evidence that she was cut down, and there were thirteen people in this small craft.

After some further remarks, His Lordship asked the jury to decide whether the accident was due to the negligence of the prisoner.

The jurors were unanimous in finding a verdict of not guilty.

His Lordship to the prisoner—The jury find you not guilty. They think the whole thing was an accident and due to the sampan people turning into you.

## CHINESE MANNERS.

The *N. C. Daily News* remarks editorially:—Under the head of "Manners and Customs" it was said of some savage tribe, "manners they have none and their customs are least." Whether the Chinese rank as civilised, semi-civilised, or semi-barbarous is largely a matter of definition, but in any case it cannot be said of them, "Manners they have none." Those who know best might rather complain that they have too many. The average English boy hates to take off his cap in greeting you, and does it awkwardly; the average American boy is apt to keep his on even when he enters a room; but no Chinese schoolboy fails to greet his teacher with proper ceremony, formal but not awkward. Foreign school-boys, on their return to school do not show much interest in the state of health of their companions' parents; but among Chinese students and schoolboys there are always formal enquiries after the "peace at home" and as to "peace upon the road."

When differing civilisations meet there cannot fail to be a good many misunderstandings on both sides. Our manners are not only less formal and tiresome than those of the Chinese, but they are very different in character, being the outcome of a different civilisation in a different environment: the two systems are "incommensurable." It is therefore not to be wondered at if the Chinese think we are mannerless and impolite. It has happened for example that a foreigner riding in China has been deliberately misdirected by the peasant of whom he asked the road. Chinese manners required that before enquiring the rider should alight, and the peasant answers impolitely with impatience. The foreigner has some miles on his way, and after treasures his experience as a proof of the boorish hatred of the Chinese to the foreigner. Misunderstandings of this kind take place every day. Not every foreigner, any more than every Chinese, can recognise the actual politeness which may very well exist under a breach of formal manners.

The foreigner's insolent disregard of Chinese conventionalities has sometimes an unfortunate result on those natives who are intimate with him; they also learn to leave off being polite according to the native code, and, needless to say, they do not acquire instead the case of foreign manners. We have seen the missionary wife shaking hands with her neighbour's table-boy, which will cause a few discerning readers to shudder; we have seen the foreigner dining with the mandarin, who did not know enough to cap "your honourable" with "my unworthy," who proffered tea with one hand while the other was in his pocket, who emphasised his "then, then, then," with flourishes of a table-knife before the great man's astonished spectacles. Worse still, we have known schools where manners became disintegrated because the foreign teacher knew no Chinese civilities and the pupils naturally learnt no Western manners, with the result that after years of schooling they enter the world of unpolite, unamiable, uncouth, to native and foreigner alike. Hostility may often make allowance for, but over-familiarity or lack of polish is hardly less offensive, and is often a mark of those who have been educated under foreign teachers. The Chinese do not require that we should teach formal politeness—they could rather be our instructors; but they do require that we should impress on them the value of good manners, whether native or foreign; in schools especially it should be looked to that good Chinese manners should be encouraged and that laxity or awkward imitations of the freedom of foreign manners should be checked.

## THE TIBET MISSION.

INTERVIEW WITH COL. YOUNGHUSBAND.

Reuter's Representative had an interview with Colonel Younghusband, the Chief of the Political Mission to Lhasa, shortly after that officer's arrival in England. Colonel Younghusband first expressed his inability to discuss political details, as he had not yet had an opportunity of conferring with the authorities at home. He continued:—

"I may say, in a general way, that a great point, in my opinion, is the fact that, owing to the discipline and good behaviour of the troops, the Tibetan people, when we left Lhasa, were much better disposed toward us than they were when we arrived in the sacred city. As to the results of the Mission, it will be remembered that the removal of obstruction to trade with India was one of its principal objects. This, I am happy to say, is now assured, and trade was actually in progress when I left."

An important point to bear in mind is that the Tibetans are a nation of shopkeepers. While the Mission was in the country, Tibetan traders were continually coming in to all our camps and posts to sell produce and goods. There seems to be every prospect of a thriving trade springing up between India and Tibet."

Discussing the Convention Colonel Younghusband said:—

"It was a very difficult matter to get the Convention through in the few weeks which Military necessity placed at my disposal, and still more difficult to do this without causing bitterness of feeling among the Tibetans. I am happy to say that we have not left behind us at Lhasa any of that feeling of race animosity which might be very apt to occur under similar circumstances."

Dealing with the religious aspect of the Mission, Colonel Younghusband remarked:—

"The fact that we were allowed into the most sacred shrines in Lhasa, and that after the Treaty was signed Captain Connor was received by the Tashi Lama at Shigatse with great ceremony, was sure proof that the walls of religious obstruction which had been raised by the Lamas, and which had hitherto closed the country, had more or less been broken down. I do not think it likely that they will ever wish to raise them again."

In conclusion, Colonel Younghusband said:—

"I am very appreciative of all support which has been given to me by public opinion in England and in India, and which so greatly helped me in the position in which I was placed."

In a lengthy special article on the results of the British Expedition to Tibet, the *Cologne Gazette* says the Special Chinese Envoy, now on his way to Tibet, has received the following instructions from his Government:—

1. That commercial relations between India and Tibet are to be arranged with the British Plenipotentiary and the Imperial Chinese Resident.

2. The British-Tibet Treaty is to be altered into a British-Chinese Treaty, and dated according to the Tibetan calendar.

3. The terms of the British-Chinese Treaty are to be such as to avoid giving offence to Russia.

4. The Treaty must not be signed, however much the Lamas and England may press for signature, until it is sanctioned by Imperial Edict. After the signing of the Treaty, the general affairs of Tibet are to be thoroughly examined with regard to Constitution, the Military defence of the frontiers, the welfare of the people, &c.

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Hongkong, 27th December, 1904.

## THE WALL STREET PANIC.

The *Standard's* New York correspondent wrote: The sporadic mention of Mr. Thomas W. Lawson's name in cablegrams to London newspapers only faintly indicates the part he plays in crises—mostly of his own making—on this side of the Atlantic. Some years ago you first heard of him in England as the man who paid £5,000 for the privilege of having a rare carnation named after his wife. I presume everybody then said—quite naturally—that the man was mad. Nothing more was called about him until it was suddenly announced that "a Mr. Lawson" had determined to build a boat to defend the America Cup against Sir Thomas Lipton's challenger. Mr. Lawson, as will be remembered, proceeded to build the yacht *Independence*, but was refused membership in the New York Club, to which the owner of a defending yacht must belong. Baffled in this, Mr. Lawson, according to his habit, turned failure to success in brooking up his yacht and erecting a monument as permanent record of the event, thereby securing for himself a fame denied to any former owner of an American defender.

That a man hitherto known to most English readers only for the foregoing accomplishments could become a serious, almost threatening, factor in the great web of finance that binds Wall-street and Capetoul together may seem to be beyond comprehension. Yet this is exactly what has happened. Once again, and this time in still more striking paradox, Thomas W. Lawson has turned what threatened to be almost complete financial ruin into what must mean success that will approach the million mark. Even more interesting than the success itself is the method by which it was achieved. Mr. Lawson might have been expected to turn the tables on Fortune by some daring coup, some huge speculation, or some hare-brained plan that succeeded beyond the imagination of the inventor. Instead of this he adopts the prosaic method of appealing to the public through the pages of a monthly magazine, in which he has, for nearly six months, been

writing an intensely interesting series of articles entitled "Frenzied Finance." That, to English ears, must sound but a childish way to attempt to stir to their depths the Stock Markets of the world. That a man, famous for his self-advertisement, once, or perhaps twice, brought to the verge of financial ruin, and bitterly opposed by all the great corporate interests of America, could do this thing in this way is deserving of some explanation.

After a bitter fight against the Standard Oil Company, the details of which need not be gone into, Mr. Lawson retired, apparently vanquished for all time. When it was announced last June that Mr. Lawson would write a series of articles for a magazine which had only recently been started, nobody paid much attention, except, perhaps, to express the pious hope that he would be more successful as a writer than as a financier. The first article appeared and caused astonishment, not so much, curiously enough, for the charges it contained, as for the strength of its literary tone and the directness of its conclusions. What *Rossian* did with life Lawson has done with finance. Mr. Lawson wrote, and continued to write, with utter self-detachment. He spared himself no less than he spared the great Trusts and und-r whose heel he had, temporarily, been ground. He attacked the Standard Oil Trust with a bitterness and wealth of detail and first-hand evidence that made even the Rockefeller interests anxious. The circulation of the magazine rose from 150,000 to 600,000 in four months. Now it is one of the best known magazines in America. Everybody read it, because Mr. Lawson had succeeded in carrying out this self-imposed task, which, to use his own language, was "to set down in as simple and direct a fashion as I can write the story of the American-Copper and of the system of which it is the most flagrant example. This system is a process or a device for the incubation of wealth from the people's savings in the banks, Trusts and Insurance Companies, and the Public Funds. The enormous losses, millions upon millions—to my personal knowledge over a hundred million of dollars—which were made because of Amalgamated; the large number of suicides—to my personal knowledge over thirty—which were directly caused by Amalgamated; the large number of previously reputable citizens who were made prison convicts—to my personal knowledge over twenty—directly because of Amalgamated—were caused by acts of this System."

In those articles, which are still appearing, Mr. Lawson frankly confesses that he led the public to invest their savings to an extent of over \$40,000,000 in the enterprises he formerly controlled, but he contends that it was owing to the broken promises and treachery of the great financial "ring," or system, that the public came to grief in following his lead. He never ceases to declare in these articles that his object in writing them is to compel restitution, and to show how the savings of the people, the Public Funds of the American Government, whether in National Banks, Savings Banks, Trusts, or Insurance Companies, are always at the service and mercy of the "rotaries of frenzied finance."

The picturesque style, the sledge-hammer attacks, the apparent frankness of the writer, have been for four months gripping the interest of the American people, until one Thursday Mr. Lawson's prosaic little idea of fighting the wealthiest Corporation in the world by contributing articles to a small magazine published in a general attack by the public on the shares of the Rockefeller-owned Amalgamated Copper Company. During that day those shares fell ten points, and Mr. Lawson, who, by letters, interviews, and circulars, had supported his magazine articles against the Rockefeller interests, is reported to have made a small fortune. The Rockefellerers are not likely to feel the loss of a few millions, but they would probably have preferred that somebody else besides Mr. Thomas W. Lawson should have made them.

The *Chiefuo Daily News* comments that "the fall of Port Arthur is an important step in the development of a bump of conceit." Our contemporary fears the Yellow Danger.

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Hongkong, 19th October, 1904.

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C. H. GRAVE,  
Secretary.

Hongkong, 4th June, 1904. [85]

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ONE FURNISHED BEDROOM, in Des Vaux Road. Central position. Light and Airy. Or can be let as an Office.  
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Care of Daily Press Office.

Hongkong, 31st December, 1904. [85]

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SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai, Kowloon. Each with Five Spacious Well-furnished Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.

Hongkong, 10th January, 1905. [202]

## TO LET.

ONE LARGE GODOWN, No. 112A, Praya East.  
Possession from 1st January, 1905.  
Apply to—  
D. DORABEE,  
King Edward Hotel.

Hongkong, 25th December, 1904. [89]

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THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [97]

## TO LET.

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. [82]

## TO LET.

"GREENCROFT," Robinson Road, Kowloon. Detached House, with Tennis Court and Vegetable Garden. OFFICES in York Buildings, facing New Post Office and Hongkong Hotel.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.

Hongkong, 7th January, 1905. [180]

## TO LET.

GODOWN No. 3, New Praya, Kennedy Town.  
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THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 22nd November, 1904. [83]

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OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.  
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CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.

Hongkong, 24th December, 1904. [92]

## TO LET.

NOS. 19 & 21, SEYMOUR ROAD.  
Nos. 74, CAINE ROAD.  
GODOWNS Nos. 34A, 34B, 34C, Praya East. Possession from 1st January, 1905.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.

Hongkong, 1st December, 1904. [84]

## TO LET, FURNISHED.

"LEWKNOR," Mount Gough, Peak, from the 15th March. Well Furnished. Less than 15 minutes from Plantation Road Tram Station.  
Apply to—  
M. W. SLADE,  
34, Queen's Road.

Hongkong, 10th January, 1905. [148]

## TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage.  
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VICTORIA BUILDINGS.

Hongkong, 29th December, 1904. [94]

## THE NAVY AND THE EMPIRE.

At a meeting of the Royal Colonial Institute held on 8th December at the Whitehall Rooms Hotel Metropole, Mr. H. F. Wyatt read a paper on "The Navy and the Empire." ADMIRAL SIR N. BOWDEN-SMITH presided, and among those present were Sir John Colomb, M.P., Mr. T. A. Brassey, Major J. E. Clouston, C.M.G., Captain C. L. Ottley, R.N., Sir Arthur Douglas, Mr. E. R. P. Moon, M.P., Lieutenant-Colonel J. Hayes-Sadler, Mr. Spencer Wilkinson, Dr. Miller Maguire, and Mr. J. S. O'Halloran (secretary).  
The CHAIRMAN, in opening the proceedings, remarked that Mr. Wyatt had recently returned from a tour to Greater Britain beyond the seas on behalf of the Navy League. The great contest which was going on in the Far East was an object-lesson to all, especially to our kinsmen in Australasia and New Zealand. He hoped that the patriotic efforts of the Navy League and the excellent mission undertaken by Mr. Wyatt would go a long way to make our fellow-countrymen beyond the seas realize the importance of having one powerful homogeneous Navy to protect our commerce and to safeguard our common interests. (Hear, hear.)

Mr. WYATT, in the course of his paper, urged that the Colonies should give the United Kingdom naval aid in money and in men with the energy of free will and full conviction, as a partner in a firm assigned funds to purposes that he saw to be essential to that firm's existence. In Canada they had upwards of 60,000 hardy seafarers, unsurpassed in the world for the qualities which went towards making fighting men. Elsewhere in the Empire—in Australia, in South Africa, in the Cape, even in New Zealand—other sources of enlistment called on the energies of British subjects, and the maritime spirit appeared to suffer decay. But the oldest colony still had men of the old stamp, and they should be trained and disciplined, so that in the hour of our common peril they should be as fit as was possible, fit to take the places of those who might fall fighting for the common cause. If the Colonies delayed the matter longer the hour of fate might come upon us and find them men useless, and they would be doomed to look on impotently while the struggle which decided their destiny was fought without their assistance, and the blood of the men of the old country was shed for them. In the conflicts of the future, as of the past, every atom of naval strength that the Empire could supply would be required to secure triumph and avert defeat. Mr. Wyatt then proceeded to deal with the objections of the Colonies to give naval aid, with which he had been actually confronted. A summary of the objections was as follows:—(1) Taxation without representation; (2) need of all resources for internal development; (3) (specialty in Australia) need of local squadrons for coast defence; (4) impression of United Kingdom departmental inefficiency, derived from the South African war; (5) (in Canada) reluctance as to possible application of the Monroe doctrine by the United States; (6) (in Australia) attitude of French Canadians; (7) (in Australia) attitude of Labor representatives; (8) belief that the Navy must of necessity be used to defend Colonial seaborne commerce; and (9) comparative want of funds. While he admitted the plausibility of the arguments of the Colonies he repudiated emphatically their validity. The whole of the argument under head No. 1 must, he said, be regarded as a nullity. As to the next objection, it could easily be shown to be equally fallacious with the first, for money which was devoted to remunerative business enterprises was not usually regarded as a heavy burden. The same line of reasoning on this subject seemed to be that with a State used the funds at its disposal for non-paying purposes, it might justly urge that it was less able to contribute towards its naval insurance, but when it invested those funds in a manner which yielded it increased profits, then the use of that contention became absolutely absurd. The third objection represented a most widespread fallacy which was difficult to dispel. It was the fallacy of local squadrons. The position was that while, and only while, the Navy held command of the sea Australia and New Zealand need fear no attack save from raiding cruisers. With regard to the fourth objection, that was to an impression which was hard to be removed. The point there was to be debated was whether assuming the inefficiency, the objection grounded thereon possessed any validity. He submitted that it possessed none, for whatever the state of departments was, the fact remained that the life of the Empire depended on victory at sea. The fifth objection had much potency in Canada. If Canada trusted to a possible application of the Monroe doctrine to preserve their interests in war, they were still putting their hopes exclusively on naval strength. They were, in fact, merely transferring their reliance from the greatest Navy in the world to one far less powerful. The next two objections could be qualified together. Money could be said on both, but no amount of political or social prepossession altered the essential facts which constituted the existence of the whole British Empire. He was willing to admit the truth of the eighth objection, but contended that it was wholly valueless for the purpose for which it was used for granting that the Navy must in any case protect colonial seaborne commerce, that fact did not in the smallest degree lessen the necessity of the Colonies that this protection should be effectual. The last difficulty was hardly worthy of consideration. The United Kingdom taxpayers now paid over £1 a head each year towards the upkeep of the Fleet, and if the colonial taxpayer paid but one-tenth of that amount, either directly by way of subsidy, or indirectly by way of maintenance of naval reserves, that outlay would amount to over £1,000,000. In conclusion, he remarked that they had to plant a living political habit, to bear in coming time the fruits of a closer union and a greater strength. The root cause of the backwardness of our brethren in this matter was, he observed, want of familiarity with problems of war and of international relationship. (Cheers.)

Sir JOHN COLOMB, M.P., who opened the discussion which followed, said that the subject of the lecture was one which should command the attention of all those who loved their Empire and meant to preserve it. As he had said in *The Times* that morning the Navy League had never done a wiser thing than when they determined to send Mr. Wyatt to the Colonies with the view of teaching the public mind the primary principles upon which the strength of the Empire depended. He entirely agreed with Mr. Wyatt that what they had to create, if they were to secure the consolidation of the Empire, was a universal desire on the part of all the King's subjects to understand the simple principles of what the command of the sea meant to them, and what was essential to its maintenance. He thought, could put the case better than Mr. Wyatt. The great advantage of the paper was that it enlightened the minds of those at home as to the attitude of the colonial mind on this great question, and it was necessary for us at home and abroad to be mutually instructed if our desires were to be consummated in regard to the question of supremacy at sea. The Navy League had done a great deal to advance this

question, and he hoped they would receive the support of the people. This was no time for people to halt between two opinions as to how the Empire should be defended. We had to make up our minds what we could do and how we were going to do it. Every Englishman should understand and give reasons to himself, why it was that the whole fibre of the British Empire depended upon British supremacy at sea. (Hear, hear.)

Dr. MILLER MAGUIRE remarked that the lecture was most opportune. He considered that the only way of making international law subservient was to have a navy to back it up. Allies would not save the Empire. The nation that was not ready to fight would not last long. (Hear, hear.)

Mr. T. A. BRASSEY observed that the mission of Mr. Wyatt would awaken our fellow-men in the Colonies to the question of the defence of the Empire. He had been revising the comparative strength of navies, and a few months ago he came across the fact that the United States were building more first-class battleships than we were. It was upon the battleships that the command of the seas at present depended, and he had come to the conclusion that the command of the seas would pass to the United States if the resources of the United Kingdom could not be called upon to maintain our Navy. Everybody was aware that the Germans had been making efforts to increase their navy in recent years, and anyone who had would know the events of the past few months would have seen that a large proportion of the new Russian loan had been subscribed and taken up in Germany on condition that a part of that money should be spent in German shipsyards in building ships for the Russian navy. On this side of the Atlantic, therefore, we had to fear a Russo-German combination. From this point of view we must draw upon the resources of our Colonies if we were to maintain the command of the seas in the future. Mr. Brassey dealt with the position of the Colonies at the present day in regard to the question, and said that Canada was in a position to make a serious contribution. Sir Wilfrid Laurier had said, "If you want us to help you, you must call us to your councils." That position was absolutely unassailable; there should be no taxation without representation. The question of naval contribution was in his judgment a constitutional question, and the solution rested with us in this country. (Hear, hear.)  
Dr. G. R. PARKIN, Mr. SPENCER WILKINSON, Sir ARTHUR DOUGLAS, and others also spoke, and the meeting concluded with votes of thanks to Mr. Wyatt and the chairman.

## GARRISON ORDERS.

## HEAD QUARTERS

HONGKONG, 18th January, 1905.  
GENERAL ORDER.—Arrivals.—No. 9. The undermentioned arrived from Ceylon on the 14th inst. per s.s. *Sigma* for duty:—  
28th Company 12th A.I., one Sergeant, wife and 4 children; 2nd Royal West Kent Regiment, one Sergeant, wife and one child.  
GARRISON ORDERS.—No. 1. Nos. 1 and 5 Companies H.K.S.B.R.G.A. returned to barracks on the 14th inst. from Lyemum on completion of Annual Course.  
Leave.—No. 2. Leave of absence on private affairs to the neighbouring countries has been granted to Major A. C. Painter, Royal Engineers, from 31st January, 1905, to 3rd February, 1905.  
Inspection.—No. 3. The General Officer Commanding will make his Annual Inspection of the following regiments as under:—  
114th Mahattas 21st Jan., 1905.  
110th Mahattas Light Inf. 24th Jan., 1905.  
93rd Burma Infantry 25th Jan., 1905.  
To be formed up in Line at 9 a.m. on Whitfield Barracks Parade Ground.  
Dress Drill Order.... Khaki.  
An inspection of the Barracks, Books, &c., will afterwards be made.  
By Order  
A. A. CHICHESTER, Major,  
Chief Staff Officer.

## THE PHILIPPINES.

President Roosevelt's message to the American Senate included the following:—"In the Philippine Islands there has been, during the past year, a continuation of the steady progress which has obtained ever since our troops definitely got the upper hand of the insurgents. The Philippine people contain many elements of good, and some elements which we have a right to hope stand for progress. At present they are utterly incapable of existing in independence at all, or of building up a civilization of their own. I firmly believe that we can help them to rise higher and higher in the scale of civilization and of capacity for self-government, and I most earnestly hope that in the end they will be able to stand, if not entirely alone, yet in some such relation to the United States as Cuba now stands. There are points of resemblance in our work to the work which is being done by the British in India and Egypt, by the French in Algiers, by the Dutch in Java, by the Russians in Turkestan, by the Japanese in Formosa; but more distinctly than any of these Powers, we are endeavoring to develop the natives themselves so that they shall take an ever-increasing share in their own government, and as far as is prudent we are already admitting their representatives to a governmental equality with our own. Every measure taken concerning the Islands should be taken primarily with a view to their advantage. We should certainly give them lower tariff rates of their exports to the United States. If this is not done, it will be a wrong to extend our shipping laws to them. I earnestly hope for the immediate enactment into law of the legislation now pending to encourage American capital to seek investment in the Islands in railroads, in factories in plantations, and in lumbering and mining."

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Hongkong, 31st July, 1903. 2578

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LADIES' AND CHILDREN'S

UNDERWEAR.

EMBROIDERIES, LACES, SILK, PONGEES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TRUNKS,

BRONZE FURNITURE AND FANCY GOODS,

No. 32, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905. 22

## BILIOUS FOR 25 YEARS!

## BILE BEANS WORK A COMPLETE CURE.

Twenty-five years mean a large part of a man's life. If you slept the whole of that time at a stretch you would naturally feel that you had wasted a great part of your existence, yet time spent in pain and suffering that untold years for thinking and working, is worse than war, and a great many lives are blighted in that way which might be made happy and useful by using Bile Beans as a cure and preventive of biliousness, liver complaint, indigestion, constipation, and various other complaints caused by disorder of the liver and digestive organs.

Mr. W. H. NORRIS, a farm labourer, residing at Burraton, Stoke Climsland, Callington, Cornwall, suffered most severely for this length of time in consequence of frequent bilious attacks. He has now been made well and strong by using Bile Beans and is entirely free from any trace of biliousness. To a "Lancet Weekly Mercury" reporter he recently disclosed the facts of his case and the manner of his wonderful restoration to health. He said:—"I have suffered from biliousness ever since I was a boy, and for 25 years I have not been in a really healthy condition. The attacks would commence with sick headache accompanied in a short time with severe vomiting. These attacks would last each other at short intervals, and sometimes lasted five or six hours at a time. I consulted a club doctor at Callington and he advised me to go to bed. He thought my case a serious one and had to leave. Doctors' physic and various medicines which I obtained were of no avail. One day however I read of Bile Beans and decided to try them. To my great surprise and joy soon I began to feel better. I could not expect to be relieved at once as my case was a very bad one, but I made steady progress, and now I am perfectly cured, for which I have only Bile Beans to thank."

Bile Beans are superior to all known liver and stomach medicines. They are the product of the latest scientific research, contain no harmful animal or mineral matter, but are purely herbal from coating to kernel. They are mild yet effective and can be taken by the strong who are suffering from temporary disorders, or by those who are constitutionally weak. They are a splendid medicine for females.  
Bile Beans are a certain cure for indigestion, debility, biliousness, constipation, piles, nervousness, anaemia, female ailments, weakness, colds, chills, neuralgia, pains in the back, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex) per bottle. [80-3]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

E. LEY & SCHULTZE'S, AMBERITE RIFLE AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE'S CHILLED SHOT in all Sizes. Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong, 28th November, 1902. 245

## MITSUBISHI BISHI GOSHI-KWAISHA

(MITSUBISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI."

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works, Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazutsu and Kami-Yamada Collieries and also Hejo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [11]

## JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI &amp; CO.)

HEAD OFFICE—1, SHIBUYA-CHO, TOKYO.

LONDON BRANCH—24, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maiduru, Miike, Hakodate, Taipeh, &amp;c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokura, Mameda, Mizuoura, Onoura Otsuji, Sushara Teubakuro, Yoshinotsu, Yoshio, Yanokikura, and other Coals.

S. MINAMI, Manager, Hongkong.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

## "SIMLA."

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignee will be served out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Britannia*.From Calcutta, &c., ex s.s. *Japan*.

From Persian Gulf, ex B. I. S. N. and B. &amp; P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-day, the 14th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 14th January, 1905. [1]

## STEAMSHIP "ERNEST SIMONS."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Dauube*, from Havre ex s.s. *Dauube*, from Bordeaux ex s.s. *Canal*, *Ville de Lorient*, *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., To-day, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Thursday, the 18th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th January, or they will not be recognised.

All damaged packages will be examined on Thursday, the 19th January, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU, Acting Agent.

Hongkong, 12th January, 1905. [2]

## FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &amp;c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS, which is incorporated

"THE CHINA OVERLAND TRADE REPORT," subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home work.

## JEWELLERS

MAISON LEVY HERMANOIS

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo

## PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.

Bromide and Cryon Enlargements and also colouring Photos and relief Photos.

Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

## STOREKEEPERS

BISMARCK &amp; CO.,

Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &amp;c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG &amp; CO.,

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 57, 58 &amp; 59, Connaught Road, New Praya Central.



## SHIPPING.

**ARRIVALS.**  
**ANDALUSIA**, German str., 5,441, Filler, 18th Jan., General.—Hamburg and Singapore 12th Jan., General.—Hamburg and America Line.  
**ASTORIA**, British str., 4,390, Lionel G. Tufnell, 18th Jan., Singapore 12th Jan., General.—Hamburg and America Line.  
**CROWFA**, German str., 1,055, J. Spiecken, 18th Jan., Bangkok 11th Jan., Rice, &c.—Butterfield & Swire.  
**EMPEROR OF INDIA**, British str., 3,032, O. P. Marshall, 18th Jan., 18th Jan., Vancouver 26th December, Mails and General.—C. P. & Co.  
**FOOCHOW**, British str., 1,228, H. Smale, 18th Jan., Canton 17th Jan., General.—Butterfield & Swire.  
**GARLIC**, British str., 2,691, Wm. Finch, 18th Jan., San Francisco 18th Dec., Honolulu 24th, Yokohama 5th Jan., Kobe 7th, Nagasaki 9th and Manila 16th, General.—P. & O. S. N. Co.  
**LILY**, Belgian str., 1,794, F. T. Alster, 18th Jan., Labuan 11th January, Coal.—Order.  
**LINAN**, British str., 1,352, C. C. Williams, 18th Jan., Shanghai 13th Jan. and Swatow 17th, General.—Butterfield & Swire.  
**LOKSANG**, British str., 900, S. Hunsy, 18th Jan., Chinkiang 13th Jan., Rice.—Jardine, Matheson & Co.  
**M. STREUYE**, German str., 966, P. Brandt, 18th Jan., Tientsin, Amoy and Swatow 17th Jan., General.—Osaka Shosen Kaisha.  
**NEPTUNE**, British str., 2,145, Henderson, 18th Jan., Singapore 10th Jan., Coal.—Gibb, Livingston & Co.  
**SIGNAL**, German str., 907, A. Bendixen, 18th Jan., Haiphong and Hoibow 17th Jan., General.—Jensen & Co.  
**TUJANAS**, Dutch str., 2,443, P. Zwart, 18th Jan., Amoy 16th Jan., General.—Java-China-Japan Line.  
**ZIETEN**, German str., 806, F. von Binzer, 18th Jan., Bremen 9th Dec. and Singapore 14th Jan., Mails and General.—Melchers & Co.

**DEPARTURES.**  
**AT THE HARBOUR MASTER'S OFFICE.**  
 18th January.  
**Ducarn**, British str., for Shanghai.  
**Luzon**, British str., for Canton.  
**Lokang**, British str., for Canton.  
**Neptune**, British str., for Sasebo.  
**Orange**, Norwegian str., for Bangkok.

**DEPARTURES.**  
 18th January.  
**ANPING**, Chinese str., for Canton.  
**BORNEO**, German str., for Sandakan.  
**DRACMA**, German str., for Amoy.  
**HOFANG**, British str., for Kobe.  
**HUNAN**, British str., for Shanghai.  
**K. E. ABETH**, Austrian cruiser, for Macao.  
**KWONGSANG**, British str., for Shanghai.  
**MARIE JENSEN**, German str., for Moji.  
**NAMANG**, British str., for Singapore.  
**PATRARCH**, German str., for Saigon.  
**TRIUMPH**, German str., for Genoa Ports.  
**VASCO DA GAMA**, Portuguese cruiser, for Macao.

**VESSLS IN DOCK.**  
 17th January.  
**ABERDEEN DOCKS.**—Marie Jensen.  
**OWLOON DOCKS.**—Agincourt, Hwo, Indravelli, U.S.S. Seaward, Slatkice, Jacob Friederichsen, H.M.S. Sandpiper, Taylor, Dolphin.  
**COSMOPOLITAN DOCK.**—Aed.

**NOTICES TO CONSIGNEES.**  
**IMPERIAL GERMAN MAIL LINE.**  
**NORDDEUTSCHER LLOYD, BREMEN.**

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
**THE Imperial German Mail Steamship**

OF THE NORDDEUTSCHER LLOYD, Captain F. V. Binzer, will leave for the above places TO-DAY, the 19th inst., at Noon.  
**NORDDEUTSCHER LLOYD.**  
 For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 19th January, 1905. [5]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOOCHOW.  
**THE Company's Steamship**

"HAICHING,"  
 Captain Hodgins, will be despatched for the above ports on SATURDAY, the 21st inst., at 2 p.m.  
 For Freight or Passage, apply to  
**DOUGLAS LARPAK & CO.,**  
 General Managers.  
 Hongkong, 18th January, 1905. [259]

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**

"LIGHTNING,"  
 Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 24th inst., at 3 p.m.  
 For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.,**  
 Agents.  
 Hongkong, 17th January, 1905. [248]

**BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.**

FOR AMOY, STRAITS AND RANGOON.  
**THE Company's Steamship**

"PUNDUA,"  
 Captain Thomson, will be despatched as above on WEDNESDAY, the 25th inst., at Daylight.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 Agents.  
 Hongkong, 17th January, 1905. [255]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

**THE Steamship**

"EMPIRE,"  
 Captain Helms, will be despatched for the above ports on WEDNESDAY, the 8th February, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 12th January, 1905. [226]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.  
 3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 23rd inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	HYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP.	PRISM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP.	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP.	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd Feb.
MARSEILLES, &c. via Ports of Call.	PALAWAN	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 18th inst.
BREMEN, via Ports of Call.	AUSTRALIAN	Freng. str.	—	Verron	MESSENGER'S MARITIMES	On 24th inst., at 1 p.m.
HAVRE & HAMBURG	BAYERN	Ger. str.	—	H. Forries	MELCHERS & CO.	On 1st Feb., at Noon.
HAVRE & HAMBURG	AMERICA	Ger. str.	k. w.	Perdina	HAMBURG-AMERIKA LINE	On 20th inst.
HAVRE & HAMBURG	SECHOMIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 31st inst.
HAVRE & HAMBURG	SECHOMIA	Ger. str.	k. w.	Förk	HAMBURG-AMERIKA LINE	On 14th Feb.
HAVRE & HAMBURG	SECHOMIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINE	On 15th Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 27th Feb.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINE	On 7th Mar.
HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Bohras	HAMBURG-AMERIKA LINE	On 21st Mar.
HAVRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINE	On 4th April.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Aus. str.	—	Tomanovich	SANDER, WILDER & CO.	On 23rd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	HECTOR	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL.	AIAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK via SUEZ CANAL.	RAS ISSA	Brit. str.	—		SHAWAN, TOMES & CO.	About 20th inst.
NEW YORK via SUEZ CANAL.	GHAZEE	Brit. str.	—		DODWELL & CO. LD.	About 20th inst.
NEW YORK via SUEZ CANAL.	SENECA	Brit. str.	—		STANDARD OIL CO.	About 29th inst.
NEW YORK via SUEZ CANAL.	NUBIA	Brit. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	EMERALD	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 8th Feb.
VANCOUVER, via SHANGHAI, &c.	EMERALD	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 8th Feb.
VICTORIA (B.C.) & TACOMA via JAPAN.	TREMONT	Brit. str.	—	T. W. Garlick	DODWELL & CO. LIMITED.	To-morrow.
VICTORIA (B.C.) & SEATTLE, WASH. &c.	IYO MARU	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	TYDEUS	Brit. str.	1 m.	Brehmer	BUTTERFIELD & SWIRE	On 19th inst.
PORTLAND, OREGON	NUNANTIA	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at Daylight.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st Mar.
BRISBANE & SYDNEY, via NEW GUINEA.	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 8th Feb., at Noon.
YOKOHAMA & KOBÉ	PRINZ WALDEMAR	Ger. str.	—	C. Waltemas	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBÉ	TEINAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBÉ	FORNOSA	Brit. str.	—	B. H. W. Snow	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	ZIETEN	Ger. str.	—	F. V. Binzer	MELCHERS & CO.	To-day, at Noon.
SHANGHAI	TIENSTIN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	NIPPO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	KALGAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	PERLA	Aus. str.	—	Croplight	SANDER, WILDER & CO.	On 23rd inst., P.M.
SHANGHAI	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 28th inst.
AMOI, STRAITS & RANGOON.	PUNDUA	Brit. str.	—	Thomson	JARDINE, MATHESON & CO.	On 25th inst., at Daylight.
TAMUI, via SWATOW & AMOI.	M. STREUYE	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 22nd inst., at Daylight.
TAMUI, via SWATOW & AMOI.	FRITHJOFF	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 29th inst., at Daylight.
SWATOW, AMOI & FOOCHOW.	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LARPAK & CO.	On 21st inst., at 2 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHAWAN, TOMES & CO.	On 21st inst., at 10 a.m.
MANILA	TEAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th inst.
MANILA	RUBI	Brit. str.	—	R. W. Almond	SHAWAN, TOMES & CO.	On 23rd inst., at 10 a.m.
CEBU & ILOILO	SUNGHANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th inst.
KUDAT & SANDAKAN.	BORNEO	Ger. str.	—	E. Muhle	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA.	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSOON & CO.	On 24th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA.	SUNSHINE	Brit. str.	—		JARDINE, MATHESON & CO.	On 31st inst., at 3 p.m.
JAVA PORTS.	TIJANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES.
BAYERN	WEDNESDAY	1st February
ZIETEN	WEDNESDAY	15th February
SACHSEN	WEDNESDAY	1st March
PRINZESS ALICE	WEDNESDAY	15th March
PRINZ REGENT LUITPOLD	WEDNESDAY	29th March
PRINZ HEINRICH	WEDNESDAY	12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	26th April
PREUSSEN	WEDNESDAY	10th May

ON WEDNESDAY, the 1st day of FEBRUARY, 1905, at Noon, the Steamship "BAYERN," Captain H. Forries, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 30th January. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 31st January, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st January.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
 Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 19th January, 1905. [5]

**OSAKA SHOSHEN KAISHA**

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW AND AMOI	"M. STREUYE"	SUNDAY, 22nd Jan., at Daylight.
TAMUI, via SWATOW AND AMOI	"FRITHJOFF"	SUNDAY, 29th Jan., at Daylight.
TAMUI, via SWATOW AND AMOI	H. A. HARALDSEN	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
 Hongkong, 17th January, 1905. T. ARIMA, Manager. [14]

**PENINSULAR AND ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

MARSEILLES, LONDON and ANTWERP Direct via SINGAPORE, PENANG, COLOMBO and PORT SAID.	PALAWAN	About 18th January	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBÉ (Passing through the Inland Sea).	FORMOSA	About 24th January	Freight and Passage.
LONDON, &c.	COROMANDEL	Noon, 28th January	See Special Advertisement.
SHANGHAI	CHUSAN	About 25th January	Freight and Passage.

For further Particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 17th January, 1905. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Thursday, January 19th
LYRA	4,417	G. V. Williams	Thursday, February 9th
PLEIADES	3,753	F. G. Purington	Saturday, March 4th

† Cargo only.

**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 20th December, 1904. [7]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 20th Jan. Freight.
SITHONIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 31st Jan. Freight.
ARCADIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 8th Feb. Freight.
SPEZIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 15th Feb. Freight.
ANDALUSIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 27th Feb. Freight.
SAMBIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 7th Mar. Freight.
RHENANIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 21st Mar. Freight & Passengers.
SUEVIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 4th April. Freight.
NUBIA (NEW YORK via SUEZ)	(About beginning of April)	Freight.

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE**  
 HONGKONG OFFICE.  
 No. 1, "QUEEN'S" BUILDINGS.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRAKUMA"	Captain R. P. Cronin.
S.S. "INDRAVELL"	Captain S. Collington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SEALDA"	Captain Geo. Brown.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
 AGENTS.  
 Hongkong, 30th December, 1904. [19]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

**THE Steamship**

"AUSTRALIEN,"  
 Captain Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, 1905, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" ... 7th February.  
 S.S. "POLYNESIE" ... 21st February.

L. BRIDOU,  
 Shipping Agent.  
 Hongkong, 11th January, 1905. [12]

**REGULAR STEAMSHIP SERVICE TO NEW YORK**

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"GHAZEE" ... 26th Jan.  
 "SATSUMA" ... 10th Feb.  
 For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
 Agents.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"PAKING"	On 26th January.	
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 26th January.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 31st January.	
GLASGOW and LIVERPOOL	"STENTOR"	On 4th February.	
GLASGOW and LIVERPOOL	"PATROCLOS"	On 14th February.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 21st February.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th February.	
GLASGOW and LIVERPOOL	"COPACK"	On 27th February.	

## HOMEWARDS.

STEAMERS	TO SAIL
"HECTOR"	On 19th January.
"HYSON"	On 22nd January.
"PRIAM"	On 31st January.
"GLAUCUS"	On 14th February.
"AJAX"	On 20th February.
"IDOMENEUS"	On 28th February.

## TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
"TYDEUS"	On 27th January.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 30th December, 1904. [9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TSINAN"	On 19th January.
SHANGHAI	"TIENSIN"	On 21st January.
MANILA, PORT DARWIN, THURS- ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd January.
SHANGHAI	"NINGPO"	On 23rd January.
SHANGHAI	"KALGAN"	On 23rd January.
CEBU and ILOILO	"SUNGKIANG"	On 24th January.
MANILA	"TEAN"	On 24th January.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 19th January, 1905. [11]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tues., 31st Jan., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
Hongkong, 18th January, 1905. [18]

# PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4370	Brehmer	January 23rd, 1905.
"ARABIA"	4483	Bahle	February 13th, 1905.
"ARAGONIA"	5198	Schuldt	March 5th, 1905.
"ARCOMEDIA"	4370	Wagner	March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 19th January, 1905. [13]

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

STEAMSHIP	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON
R.M.S. "TARTAR"	4,425	Tons.	WEDNESDAY, 25th Jan.
R.M.S. "EMPEROR OF INDIA"	6,009	Tons.	WEDNESDAY, 8th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,009	Tons.	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882	Tons.	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000	Tons.	WEDNESDAY, 28th Mar.

Hongkong to London, 1st Class, via St. Lawrence \$200. via New-York \$262.  
Intermediate on Steamers, £40. " " £42.  
and let Class Rail " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
**D. W. CRADDOCK, Acting General Agent,**  
9, Pedder Street.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships, Electric Light Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 21st Jan., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 28th Jan., 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 16th January, 1905. [16]

# AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA  
AND KOBE.  
THE Company's Steamship  
"PERSEA,"  
Captain Crocetta, will leave for the above  
ports on MONDAY, the 23rd inst., P.M.  
For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, 17th January, 1905. [3]

# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"COROMANDEL,"  
Captain G. M. Montford, R.N., carrying His  
Majesty's Mails will be despatched from this for  
Bombay on SATURDAY, the 28th January,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "India," 7911 tons, from Colombo.  
Passengers' accommodation in which vessel is  
second before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Calcutta," due  
in London on the 11th March, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
**E. A. HEWITT,**  
Superintendent.  
Hongkong, 17th January, 1905. [1]

# AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT).  
CALLING AT SINGAPORE, PENANG,  
RANGOON, COLOMBO, ADEN,  
SUETZ and PORT SAID.  
(Taking Cargo at through rates to the BRITISH,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"CHINA,"  
Captain Tomonovich, will be despatched as above  
on FRIDAY, the 28th inst., P.M.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, 5th January, 1905. [13]

# NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES and  
NORTH PACIFIC RAILWAY from SEATTLE  
as hereinafter by the steamers of the NIPPON  
YUSEN KAISHA CO., BOSTON STEAMSHIP  
and TOWBOAT CO.'S, OCEAN S.S. CO.,  
and CHINA MUTUAL S.S. CO.  
For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Charter Road.  
**A. S. MIHARA,**  
Manager.  
Hongkong, 20th May, 1904. [60]

# "THE EAST OF ASIA." (Published Quarterly.)

CONTAINING Articles of Special Interest.  
Profusely Illustrated, descriptive of the  
people, Customs, &c., of the Far East.  
The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
its sterling merit of the publication.  
Price  
On Sale at "NORTH CHINA HERALD  
OFFICE, Shanghai;  
MESSRS. KELLY & WALSH  
Hongkong;  
and all leading Booksellers in the Far East.  
Hongkong, 3rd February, 1903.

# MARTIN'S APIOL & STEEL PILLS

APIOL & STEEL PILLS  
A French Remedy for all irregularities. Thousands of  
ladies keep a box of APIOL & STEEL PILLS in the house, so that on  
the sign of any trouble, they can at once take a timely dose and  
be relieved. These pills are the most reliable and most effective  
that have ever been discovered. At all Chemists and Druggists. Get  
the genuine. Beware of cheap imitations.  
Price  
On Sale at "NORTH CHINA HERALD  
OFFICE, Shanghai;  
MESSRS. KELLY & WALSH  
Hongkong;  
and all leading Booksellers in the Far East.  
Hongkong, 3rd February, 1903.

APENRADE, German str., 611, Draguhn, 15th  
Jan.,—Haiphong and Hoibow 14th Jan.,  
General.—Jensen & Co.  
ASCOT, British str., 2,785, C. E. Cox, 28th  
December.—Mororan 17th December, Coal.  
—Dodwell & Co., Ltd.  
BRUNHILDE, German str., 850, Solok, 17th Jan.,  
Bangkok 9th January, Rice.—Sander,  
Wieler & Co.  
BURLA, Austrian str., 1,974, N. Valentin, 9th  
January.—Cardiff 19th Nov., Coal.—Order.  
CASTOR, Norwegian str., 774, J. Martin, 16th  
January.—Laoghat 15th Dec. and Shang-  
hai 12th Jan., Case Oil.—Geo. McElin.  
CHILIL, British str., 1,149, Hooker, 13th Jan.,  
—Wakamatsu 8th Jan., Coal.—Butterfield  
& Swire.  
CHINKIANG, British str., 1,237, Robinson, 17th  
January.—Chinkiang 12th Jan., General.  
—Butterfield & Swire.  
CONFIDENZA, Italian str., 1,598, R. Leico, 16th  
January.—Cardiff 19th Nov., Carbone.—  
Java-China Japan Lija.  
DEVONSHIRE, German str., 1,057, Gorben,  
17th Jan.—Bangkok 8th Jan., Rice and  
Meal.—Norddeutscher Lloyd.  
DUNKERN, British str., 2,021, J. Graham, 15th  
January.—from Cardiff, Coal.—Dodwell  
& Co.  
EASTRY, British str., 1,944, Horsfield, 3rd Jan.,  
—Moj 27th Dec., Coals.—Bradley & Co.  
EMPIRE, British str., 2,843, P. T. Helms, 13th  
January.—Australian Ports via Manila  
21st Dec., General.—Gibb, Livingston &  
Co.  
FOREST HALL, British ship, 1,991, P. A.  
Logan, 14th Jan.,—N. York 7th August,  
Bangkok—Standard Oil Co.  
FRI, Norwegian str., 860, N. G. Anderson, 17th  
January.—Java 6th Jan., Sugar, Ground-  
nut, &c.—Order.  
GERMANIA, German str., 1,714, J. Brulha, 14th  
January.—Bangkok 7th January, Rice.—  
Jensen & Co.  
HECTOR, British str., 3,005, J. Edmondson, 16th  
January.—Shanghai 13th Jan., General.  
—Butterfield & Swire.  
HINSANG, British str., 1,536, Sawyer, 14th Jan.,  
—Moj 9th Jan., Coal.—Jardine, Matheson  
& Co.  
HONGKONG, French str., 739, A. Surzoni, 17th  
January.—Haiphong, Pakhoi, Hoibow and  
Kwangchow 16th Jan., Rice and Pigs.  
—A. R. Marty.  
HUE, French str., 705, Godinau, 27th Nov.,  
—Haiphong and Ports 26th Nov., General.—  
A. R. Marty.  
INDRAVELLI, British str., 1,125, S. Cullington,  
20th Nov.—Shanghai 24th Nov.—Jardine,  
Matheson & Co.  
JACOB DIEDERICHSEN, German str., 623, B.  
Ohlsen, 24th Jan.,—Haiphong and Hoibow  
8th Jan., General.—Jensen & Co.  
KALINDA, British str., 3,149, F. Walker, 10th  
Jan.,—Kutchinotzu 5th Jan., Coal.—Brad-  
ley & Co.  
KATHARINE PARK, British str., 3,075, W. H.  
Opp, 12th Jan.—Sasabo (Japan) 5th Jan.,  
Liquor.—Gibb, Livingston & Co.  
KWANGLEE, Chinese str., 1,460, Lincoln, 17th  
January.—Canton 16th Jan., General.—  
Chinese.  
LIGHTNING, British str., 2,122, J. G. Spence,  
16th Jan.—Calcutta 31st Dec. and Straits  
10th Jan., General.—David Sassoon & Co.  
LONGSHIPS, British str., 2,843, Lucas, 13th  
January.—Yokohama 28th Dec. and Moj  
7th Jan., Coal.—Bradley & Co.  
MACQUARIE, British str., 2,440, St. John  
George, 14th Jan.—Moj 9th Jan., Coal.—  
Gibb, Livingston & Co.  
ORANGE, Norwegian str., 1,091, J. Dannevig,  
14th Jan.—Bangkok 5th Jan. and Anglin  
7th Jan., Wood, &c.—Sander, Wieler & Co.  
OSCAR II., Norwegian str., 2,009, R. Olsen,  
16th Jan.—Kutchinotzu 10th Jan., Coal.  
—M. B. Kaista.  
PALAWAN, British str., 2,995, J. D. Andrews,  
B.N.R., 16th Jan.—Yokohama 2nd Jan.,  
General.—P. & O. S. N. Co.  
PERTHABUR, German str., 1,375, G. Hillmann,  
14th Jan.—Bangkok 2nd Jan. and Swatow  
13th Jan. and Wood.—Butterfield & Swire.  
PIU YEN, French str., 1,299, Ducroiset, 16th  
January.—Chinkiang 12th Jan., General  
nuts, Beans and General.—Bradley & Co.  
POWDERHAM, British str., 1,497, A. E. Toms,  
9th Jan.—from Bangkok, Coal.—Order.  
PROGRESS, German str., 682, F. Bromer, 16th  
January.—Chefoo 12th Jan., General.—  
Jensen & Co.  
PROTEUS, Norwegian str., 1,024, C. Moller, 3rd  
January.—Manila 28th Dec., Ballast.—  
E. A. Trading Co.  
ROOF, German str., 4,961, G. Meiners, 17th  
Jan.—Yokohama and Shanghai 14th Jan.,  
Mails and General.—Melchers & Co.  
SIBERIA, American str., 5,655, J. Tremaine  
Smith, 17th January.—San Francisco 17th  
December, General.—P. M. S. S. Co.  
SIX, British str., 3,216, Rowley James, 12th  
January.—Duchan 19th December.—Gibb,  
Livingston & Co.  
STANLEY DOLLAR, British str., 1,870, J. Bruce,  
3rd Jan.—Moj 28th Dec., Coals.—Shewan,  
Tomes & Co.  
STETTIN, British str., 1,396, J. E. Farrell, 13th  
Jan.—Singapore 4th Jan., Kerosine Oil.—  
Geo. McElin.  
SWANLEY, British str., 2,980, Wm. Sheldrake,  
10th Jan.—Singapore 3rd Jan., General.—  
Gibb, Livingston & Co.  
TAISHAN, British str., 1,121, A. Jones, 14th  
January.—Saigon 10th Jan., Rice and Meal.  
—Bradley & Co.

TAISHAN, Chinese str., 1,266, W. Jamieson,  
16th Jan.—Shanghai 18th Jan., General.  
—Chinese.  
TARTAR, British str., 2,768, Evans, 12th Jan.,  
—Vancouver 13th Dec. and Shanghai 9th  
January, General.—C. P. R. Co.  
THEMIS, Norwegian str., 1,200, T. Thamsen,  
7th Jan.—Kobe via Moj 30th Dec., Gen-  
eral.—Chinese.  
THINAN, British str., 1,460, W. B. Brown, 15th  
Jan.—Sydney 22nd Dec. and Manila 12th  
Jan., General.—Butterfield & Swire.  
TUNGCHOW, British str., 950, Purkis, 12th Jan.,  
—Cardiff 19th Nov., General.—Order.  
ULO, Norwegian str., 875, J. Pederson, 16th  
January.—Java 3rd Jan., Sugar.—Butter-  
field & Swire.  
VOLUNT, British str., 2,599, E. Halliday, 5th  
January.—Palmberg 26th Dec., Petroleum.  
—Arnhold, Karberg & Co.  
ZAFIRO, British str., 1,611, R. Rodger, 16th  
January.—Manila 14th January, General.  
—Shewan, Toms & Co.

SAILING SHIPS  
Geo. T. Hay, British ship, 2,000, E. Spicer,  
20th Dec.—Cebu 26th Nov., Ballast.—  
Arnhold, Karberg & Co.  
PRINCE ROBERT, Norwegian 4-m. barque, 2,655,  
Hansen, 22nd Nov.—New York 9th July,  
Petroleum.—Standard Oil Co.  
BRITISH WARSHIPS  
ALBION, H.M. battleship, 12,950, Fremantle.  
ALGERINE, British sloop, 1,050, Rowland  
Nugent.  
ANDROMEDA, British cruiser, 11,000, R. N.  
Omnemany.  
BRITOMART, British gunboat, 710, Com. T. D.  
Pratt.  
CENTURION, British battleship, 10,500, F. F.  
Fogon.  
CHERUB, water tank and tug.  
GLORY, British battleship, 13,000, Hon. W. G.  
Stophord.  
HUMBER, British sloop, 1,400, P. M.  
Riadore.  
OCEAN, British battleship, 12,950, T. J. Greet.  
OTTES, torpedo boat destroyer, Lieut. E. F.  
Jellies.  
PHOENIX, British sloop, 1,050, John Nicholas.  
RAMBLER, British surveying-ship, 835, Monro.  
ROSARIO, British sloop, 950, Vivian.  
TAKU, British destroyer, 250, Cranford.  
TAMAR, receiving ship, Commodore C. G.  
Dickon.  
TWED, British gunboat, 362, R. H. Keate.  
VENGEANCE, British battleship, 12,950, L. C.  
Stuart.  
VIRAGO, torpedo boat destroyer.  
WATERWITCH, British surveying-ship, 630,  
Comdr. E. C. Hardy.  
FOREIGN WARSHIPS  
ADAMANT, Portuguese cruiser, 1,960, Ribeiro.  
BALTIMORE, U.S. cruiser, 4,600, (Rear-Admiral  
Polger on board) Comdr. Sargent.  
CAESAR, U.S. gunboat, 235, Lieut. Dismaker.  
FURST BISMARCK, German cruiser, 11,000,  
Prova.  
GENERAL ALAVA, American transport, Captain  
Whitton.

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